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Junction City Transportation System Plan Update Citizen Advisory Committee (CAC) Meeting #4

Meeting Date: July 8, 2013
Meeting Time: 5:30 p.m. to 7:30 p.m.
Meeting Location: Junction City Council Chambers at 680 Greenwood St.

Participants

CAC Members:

- Karen Leach - Chair, City Council
- Bob Biswell
- Kurt Straube

Project Management Team:

- John Bosket, DKS Associates
- Stacy Clauson, Lane Council of Governments/City of Junction City
- Steve Faust, Cogan Owens Cogan

Sign-in, Introductions, and Agenda Overview

Karen Leach opened the meeting. Steve Faust welcomed everyone to the fourth meeting of the Junction City Transportation System Plan (TSP) Update Citizen Advisory Committee (CAC). Following introductions, Steve reviewed the agenda and asked for any additions of which there were none.

Project Status and Upcoming Open House

John Bosket reviewed the project status. The alley circulation plan has been eliminated from the project, instead incorporating policy language acknowledging the importance for both access to businesses and safe travel along OR 99 and that future decisions regarding access will be subject to the policies and regulations in place at that time. ODOT policies/regulations have been recently revised to incorporate more flexibility. The CAC's next meeting will be a joint meeting with the Technical Advisory Committee to review the Draft Transportation System Plan and is scheduled for early October. A joint work session of the Planning Commission and City Council will follow the CAC/TAC meeting before the adoption process begins in December. The City hopes to complete the process by January 2014.

Technical Memorandum #4 proposes transportation solutions for walking, driving and biking and is the main topic of tonight's meeting and the July 11 Open House. The consultant team is looking to CAC members to identify priorities in light of limited funding. The Open House will be held at the Viking Sal from 6 to 8pm. As with tonight's CAC meeting, Open

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House participants will be asked to identify priority improvement projects. The City hopes CAC members can attend to serve as ambassadors of the project. Steve asked CAC members to think about tonight's presentation of transportation improvement projects and, at the end of the meeting, make recommendations about how the information might be presented differently.

Approval of Meeting Summary from CAC Meeting #3

CAC members approved the Meeting #3 Summary without changes.

Draft Transportation Solutions

John reviewed Technical Memo #4 with the CAC. One member asked about the status of the past recommendation to create a west side corridor using Oaklea and Pitney to reduce travel through the city and along OR 99. John stated that revised population and employment forecasts indicate that changes in the area are not needed in the short-term, but the issue will be included in the TSP as a long-range strategy so it does not get lost. Proposed improvements may be revisited during the next TSP update or considered along with other strategies, such as varying shift times, if a major employer locates in Junction City.

Regarding potential conflicts with the historic cemetery adjacent to High Pass Road, the consultant team does not recommend lowering the functional classification to allow for a smaller design since this is a high-volume regional facility. The recommended approach to resolving conflicts in this area would be use a non-standard design through the bottleneck area, which would require approval of a design exception from Lane County. The City will work directly with the County to arrive at an acceptable design for this area at the time construction is proposed.

Alley and Access Management

As mentioned earlier, the Access Management Plan is no longer needed and will be replaced in the TSP by policy language acknowledging the importance for both access to businesses and safe travel along OR 99 and that future decisions regarding access will be subject to the policies and regulations in place at that time. ODOT has updated its policies regarding closures and spacing for access points to be more flexible. Under this approach, City policies will be in alignment with ODOT policies, streamlining the process. Table 2 shows recommended changes to minimum spacing standards for minor arterials, from 150 to 300 feet, and collectors with speed limits greater than 30 miles per hour, from 75 to 150 feet. Alternative access point spacing can always be pursued through the variance process.

Funding

The Technical Memo identifies approximately \$110 million in projects, while the projected revenue to implement these projects is estimated at \$2.4 million. This is not uncommon. The City has a choice to make about whether to spend to the existing limit or identify new

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funding streams to increase revenues. The memo outlines potential new funding sources that the City may wish to consider, such as increasing system development charge rates or fuel taxes. Small changes can result in enough additional revenue to fund system maintenance and a few key projects. The CAC will review funding options in greater detail at the October meeting.

Bicycle Facility Improvements

John stated that, in addition to seeking input on priority bicycle facility improvements, he is looking to the CAC to identify a preferred option where choices are presented. The CAC made the following recommendations with the caveat that decisions may be modified based on community feedback at the July 11 Open House:

- BL2 (W 6th Ave from Timothy Pl to OR 99) - CAC prefers Option #1, bike lanes.
- BL3 (W 10th Ave from Oaklea Dr to Nyssa St) - CAC prefers Option #1, bike lanes.
- BL4 (E 6th Ave from Front St to Birch St) - CAC prefers Option #1, bike lanes. E 6th St could extend to Front St at the edge of downtown.
- BL5 (E 10th Ave from OR 99 to Deal St) - CAC has no recommendation.
- BL6 (Birch St from E 1st Ave to E 6th Ave) - CAC prefers Option #1, bike lanes.
- BL8 (Hatton Ln from Prairie Rd to OR 99) - CAC prefers Option #2, bike lanes, today, but Option #1, shared-lane markings, to address connectivity in the future.
- BBL1 (W 10th Ave from Nyssa St to OR 99) - CAC prefers Option #2, bike lanes.
- BLVD1 (Nyssa St/Oak St from Laurel Elementary School to W 6th Ave) - CAC notes the importance of connecting schools.
- SLM1 (Rose St from W 13th Ave to W 10th Ave) - CAC prefers Option #1, shared-lane markings.
- SLM2 (Maple St from W 6th Ave to W 1st Ave) - CAC prefers Option #1, shared-lane markings.
- SLM3 (E 6th Ave from OR 99 to Front St) - CAC prefers Option #1, shared-lane markings, with conversion of parking from angle to parallel.
- SLM4 (Deal St from E 6th Ave to Dane Ln) - CAC prefers Option #1, shared-lane markings, with County cooperation.

The CAC identified connections to schools as a top priority as well as improvements on 6th and 10th Avenues. Other priorities are consistent with the TSP goals, such as completing the sidewalk network, supporting business development and improving safety along OR 99.

Pedestrian Crossings

The Technical Memo includes recommendations for pedestrian activated beacons and signs to create assisted crossings that supplement crossing opportunities provided by signals on OR 99 at W 1st, 6th, 10th and 18th Avenues. Another recommendation is a program to educate youth about safe crossing. The CAC supports proposed shared-use paths at the southern edge of Junction City High School, connecting the existing shared-use path to

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Maple Street, and on OR 99 from 1st Avenue to Milliron Road to accommodate recreational bikers and future commuters. The CAC would also like to see the formerly proposed shared-use path connecting 6th Avenue to 10th Avenue (aligning with the path around the high school and Rose Street) reconsidered. The City will discuss this with the St. Helen Catholic Church.

Motor Vehicle Improvements

The CAC supports proposed motor vehicle improvements, the majority of which modernize existing roads to new standards that include bike facilities/shoulders, sidewalks, and crossings.

Public Comments/Questions

- *How does the possible urban growth boundary amendment impact these recommendations?* John responded that all land use changes assumed as part of the comprehensive plan amendment were also assumed when developing the traffic forecasts for the TSP update. So the TSP update is consistent with the comprehensive plan amendment/urban growth boundary amendment. If large employers locate in Junction City that generate more traffic than assumed (in accordance with coordinated housing and employment projections) in the TSP update, the City can amend the TSP or require transportation impact analyses to ensure the system is adequate.
- *How do the changes in access spacing standards benefit the City?* The changes increase spacing on roads with higher speeds for safety purposes and will minimize potentially dangerous conflicts. Alternative spacing can always be pursued through the variance process if these standards are not practical in certain situations.

Next Steps and Adjourn

CAC members recommend making sure that maps are clear to community members to ensure they understand proposed improvements. Funding options will be discussed in greater detail at the next meeting. CAC members are encouraged to attend the July 11 Open House.